SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

32

TIME TABLE

FOR THE

SALT LAKE DIVISION

To Take Effect Sunday, May 6, 1928, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager

C. F. DONNATIN,
Superintendent.

EASTWARD SPARKS SUB-DIVISION WESTWARD

Capacity of sidings in car lengths.		SECOND CLASS						FIRST CLASS						Distance from San Francisco	Time Table No. 32 May 6, 1928	Distance from Imlay	FIRST CLASS							THIRD CLASS
		184	292	254	276	268		28	24	10	22	2	20				27	23	21	19	1	9		253
		Susanville Local Freight	Freight	Ogden Manifest	Freight	Freight		Gold Coast Limited	Tonopah Express Mixed	Salt Lake	Tahoe	San Francisco Overland Limited	Pacific Limited				Gold Coast Limited	San Francisco Passenger Mixed	Tahoe	Pacific Limited	San Francisco Overland Limited	Fast Mail		Ogden Manifest
		Leave Daily Except Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily
Yard PFWYTBK		5.45 PM	4.05 PM	10.00 AM	6.01 AM	12.01 AM		9.40 PM	7.20 PM	9.10 AM	7.50 AM	3.55 AM	2.50 AM	246.2	TO-R SPARKS	138.1	s 4.15 AM	s 7.15 PM	s 8.30 PM	s 10.20 PM	s 10.35 PM	s 11.40 PM		7.45 AM
N S 90— 50 P		5.55	4.14	10.10	6.10	12.11		9.46	7.28	f 9.16	7.56	**4.06**	2.57	249.1	2.9 VISTA	135.2	**4.06**	7.06	f 8.21	10.12	10.26	11.34		7.20
51—104 P		6.05	4.22	10.20	6.18	12.20		9.51	7.37	f 9.22	8.02	4.12	3.03	253.1	4.0 HAFED	131.2	4.00	6.57	f 8.14	10.06	10.19	11.29		7.05
51—100 PW		6.17	4.30	10.30	6.26	12.30		**9.59** **10.13**	7.45	f 9.29	8.08	4.18	3.09	257.3	4.2 DITHO	127.0	3.53	6.48	f 8.04	**9.59**	**10.13**	11.22		6.50
51— 85 P		**6.39**	4.40	10.40	**6.36**	12.40		10.25	**7.54**	f 9.38	f 8.16	4.25	3.16	262.1	4.8 TO CLARK	122.2	3.46	**6.39**	f **7.54**	9.52	10.06	11.14		**6.36**
85— 51 P		6.55	4.50	10.50	6.46	12.50		10.32	8.03	f 9.46	8.23	4.32	3.22	266.7	4.6 THISBE	117.6	3.39	6.30	f 7.46	9.45	10.00	11.07		6.20
17 P										f	f			269.3	2.6 DERBY	115.0			f					
103— 46 PW		7.10	5.00	11.05	6.56	1.00		10.39	8.12	f 9.54	8.30	4.39	**3.30**	271.4	2.1 GILPIN	112.9	**3.30**	6.20	7.38	9.38	9.53	10.59		6.00
191 PY		7.20 PM	5.10	11.15	7.06	1.10		**10.52**	s 8.21	s 10.05	s 8.38 AM	4.46	f 3.38	276.1	4.7 TO-R FERNLEY	108.2	3.17	s 6.10	7.30 PM	9.31	9.46	**10.52**		5.35
50—104 P			5.19	11.24	7.15	1.19		11.00	8.29	f 10.12		**4.52**	3.44	280.4	4.3 ARGO	103.9	3.11	6.00		9.23	9.38	10.46		**4.52**
84— 52 P			5.26	11.31	7.22	1.26		11.05	8.37	f 10.18		4.57	3.49	284.4	4.0 PATNA	99.9	3.06	5.52		9.18	9.33	10.41		4.35
Yard PFWYTBK			5.33	11.38	7.29	1.33		s 11.14	s 8.45 PM	s 10.34		5.02	s 4.00	288.1	3.7 TO-R HAZEN	96.2	3.01	5.40 PM		s 9.10	9.25	10.36		4.25
50 100 PW			5.47	11.53 AM	7.43	1.47		11.21		f 10.42		5.09	**4.08**	292.5	4.4 MASSIE	91.8	2.53			f 8.58	9.13	10.30		**4.08**
50— 51 P			5.56	12.03 PM	7.52	1.56		11.27		f 10.51		5.16	4.14	297.4	4.9 FALAIS	86.9	2.46			f 8.51	9.06	10.24		3.46
84— 51 P			6.04	12.11	8.00	2.04		11.33		f 10.59		5.22	4.20	302.0	4.6 UPSAL	82.3	2.40			f 8.44	8.59	10.18		3.36
50— 50 P			6.13	12.20	8.09	2.13		11.39		f 11.07		5.28	4.26	306.8	4.8 DESERT	77.5	2.34			f 8.37	8.52	10.12		3.27
84— 51 PW			6.24	12.29	8.20	**2.28**		11.45		f 11.16		5.35	4.32	311.7	Block Signals 4.9 TO PARRAN	72.6	**2.28**			f 8.29	8.44	10.06		3.18
51— 51 P			6.32	12.37	8.28	2.36		11.51		f 11.24		5.41	4.38	316.1	4.4 HUXLEY	68.2	2.22			f 8.22	8.37	10.00		3.09
101— 51 P			6.39	12.44	8.35	2.43		11.56 PM		f 11.30		5.46	4.43	320.0	3.9 OCALA	64.3	2.17			f 8.17	8.32	9.55		3.01
50—105 P			6.47	12.52	8.43	**2.51**		12.01 AM		f 11.37		5.52	4.49	324.2	4.2 MIRIAM	60.1	2.11			f 8.11	8.26	9.50		**2.51**
57—100 P			6.55	1.00	8.51	2.59		12.06		f 11.44		5.58	4.55	328.4	4.2 TOY	55.9	2.05			f 8.05	8.20	9.45		2.35
106 P			7.03	1.07	8.59	3.06		12.11		f 11.51		6.03	5.00	331.8	3.4 TOULON	52.5	2.00			f 7.59	8.14	9.40		2.25
108 P			7.10	1.15	9.07	3.14		12.17		f 11.57 AM		6.09	5.06	336.4	4.6 GRANITE PT.	47.9	1.54			f 7.53	8.08	9.34		2.16
86 PY			7.17	1.23	9.14	3.21		12.22		f 12.03 PM		6.14	5.11	340.5	4.1 PERTH	43.8	1.48			f 7.47	8.02	9.29		2.08
136 PW			7.35 7.56	1.37	9.28	3.35		f 12.29		s 12.12		6.19	s 5.21	344.3	3.8 TO LOVELOCK	40.0	f 1.42			s 7.41	**7.56**	9.23		2.00
87 PW			8.15	1.52	9.43	3.50		12.37		f 12.25		6.28	5.29	349.0	4.7 KODAK	35.3	1.33			f 7.29	7.49	9.15		1.45
75— 75 P			8.32	2.07	9.58	4.05		12.43		f 12.33		6.35	5.35	353.2	4.2 WOOLSEY	31.1	1.27			f 7.23	7.43	9.09		1.35
37— 76 W			8.58	2.27	10.18	4.20		12.51		s 12.45		6.43	f 5.44	357.8	4.6 TO-R OREANA	E.B. 26.3 W.B. 26.5	**1.20**			f 7.16	7.37	9.03		**1.20 AM**
134 center P			9.25	2.52	10.43	4.45		1.03		f 1.04		6.54	5.57	366.0	8.2 RYE PATCH	18.1 18.3	1.05			f 7.04	7.25	8.52		
										f				372.6	6.8 VALERY (Spur) Double Track	11.5 11.5				f				
142 center PW			9.50	3.17	11.08	5.10		1.17		f 1.19		7.07	6.12	377.0	4.4 HUMBOLDT	7.1 7.1	12.49			f 6.47	7.12	8.39		
Yard PFWYTBK			10.05 PM	3.35 PM	11.25 AM	5.25 AM		s 1.27 AM		s 1.30 PM		s 7.17 AM	s 6.22 AM	384.1	7.1 TO-R IMLAY	0.0 0.0	12.35 AM			6.35 PM	7.00 PM	8.29 PM		11.30 PM
		Arrive Daily Except Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		138.1	137.9 138.1	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily
		(1.35)	(6.00)	(5.35)	(5.24)	(5.24)		(3.47)	(1.25)	(4.20)	(0.48)	(3.22)	(3.32)		.... Time over District		(3 40)	(1.35)	(1.00)	(3.45)	(3.35)	(3.11)		(8.15)
		18.88	22.98	24.70	25.53	25.53		36.45	29.57	31.86	37.38	40.91	39.02		.... Average speed per Hour		37.66	26.46	29.90	36.80	38.51	43.38		16.72

Westward trains are superior to trains of the same class in the opposite direction.

The track north of the main track at Vista, Thisbe, Gilpin, Patna, Upsal and Parran and the track south of the main track at Hafed, Ditho, Clark, Argo, Massie, Ocala, Miriam and Toy is the siding and the second paragraph of Rule 5 applies at the switches of these tracks. Schedule time and train orders apply at the end of double track at Oreana.

See special instructions page 9, paragraph 7, concerning use of track paralleling main track between Sparks and Vista.

ADDITIONAL STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers to (or beyond)
2 & 28	Any Station	Cheyenne
19	Fernley	Sacramento
24	Any Station	South of Hazen

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
1-27	Any Station	Cheyenne
9	Lovelock, Hazen, when more mail than can be hung on mail crane	
19	Fernley	Any Station

EASTWARD

IMLAY SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS						FIRST CLASS				Distance from San Francisco		Time Table No. 32 May 6, 1928		Distance from Carlin	FIRST CLASS						SECOND CLASS	THIRD CLASS
	254 Ogden Manifest	280 Freight	292 Freight	276 Freight	314 Local Freight	258 Freight	10 Salt Lake	42 San Francisco Overland Limited	20 Pacific Limited	28 Gold Coast Limited						3 Western Pacific Pacific Express	19 Pacific Limited	1 San Francisco Overland Limited	9 Fast Mail	41 Western Pacific Scenic Limited	27 Gold Coast Limited	61 Western Pacific Fast Freight	253 Ogden Manifest
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tuesday, Thursday, Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard PFWYTBK	10.30PM	7.20PM	12.45PM	6.30AM	5.40AM	12.45AM	1.40PM	7.22AM	6.27AM	1.32AM	384.1	TO-R	IMLAY 4.6	Double Track	150.2		s 6.30PM	s 6.55PM	s 8.24PM		s 12.30AM		10.40PM
P							s 1.50	7.30	6.36	1.41	388.7		MILL CITY 8.3		145.6		f 6.22	6.47	8.18		12.22		
134 Center W							f 2.05	7.42	6.49	1.53	397.0		COSGRAVE 9.6		137.3		f 6.10	6.37	8.09		12.11AM		
N 37 S P	11.57PM	8.14	1.35	7.20	6.40	1.35	f 2.21	7.55	7.02	2.07	406.6 406.8	TO-R	ROSE CREEK 5.3		127.7		f 5.57	6.26	7.59		11.57PM		9.00
106 P	12.20AM	8.23	1.45	7.30	6.53	1.45	f 2.29	8.03	7.10	2.15	412.1		BENIN 5.2		122.4		f 5.50	6.19	7.53		11.48		8.23
111 PW	12.45	8.34	1.56	7.41	7.10 8.11	1.56	s 2.47	8.11	s 7.25	f 2.24	417.3	TO	WINNEMUCCA 3.6		117.2		s 5.42	6.12	7.47		f 11.40		7.47
PI	1.00AM	8.41PM	2.03PM	7.48AM	8.20AM	2.03AM	2.54PM	8.18AM	7.31AM	2.31AM	420.9	TO-R	WESO 2.4		113.6	f 10.25AM	f 5.31	6.07	7.41	10.57PM	11.33	3.00AM	7.25
107 P											423.3		TULE 5.6		111.2	f 10.19	f 5.28	6.04	7.38	10.53	11.29	2.50	7.15
86 P											428.9		EGLON 5.1		105.6	f 10.10	f 5.21	5.57	7.31	10.46	11.21	2.35	7.00
98 PW											434.0	TO	GOLCONDA 5.3		100.5	s 10.03	s 5.14	5.51	7.24	10.39	11.14	2.20	6.45
51— 51 P											439.3		PREBLE 4.2		95.2	f 9.55	f 5.06	5.45	7.17	10.32	11.07	2.05	6.30
P											443.5		COMUS (Spur) 4.6		91.0	f 9.48	f 5.01	5.40	7.12	10.26	11.01	1.50	6.15
51— 51 P											448.1		IRON POINT 4.6		86.4	f 9.41	f 4.55	5.34	7.07	10.20	10.54	1.35	6.00
51— 51 P											452.7		HERRIN 4.7		81.8	f 9.34	f 4.49	5.29	7.01	10.14	10.47	1.24	5.29
51— 51 P											457.4		STONE HOUSE 3.9		77.1	f 9.27	f 4.43	5.23	6.56	10.08	10.39	1.13	5.00
76 PFW											461.3		VALMY 5.0		73.2	f 9.21	f 4.38	5.18	6.51	10.02	10.32	1.05	4.45
107 P											466.3		MOTE 4.6	Block Signals	68.2	f 9.13	f 4.31	5.12	6.45	9.55	10.24	12.55	4.31
77 P											470.9		PIUTE 4.9		63.6	f 9.06	f 4.25	5.06	6.39	9.49	10.17	12.45	4.05
76 31 PW											475.8	TO	BATTLE MOUNTAIN 6.2		58.7	s 8.59	s 4.18	5.00	6.33	s 9.42	f 10.10	12.35	3.50
75 P											482.0		ROSNY 5.7		52.5	f 8.47	f 4.08	4.52	6.24	9.30	9.56	12.20	3.30
74 P											487.7		ARGENTA 5.2		46.8	f 8.39	f 4.01	4.45	6.18	9.23	9.48	12.05AM	3.15
108 P											492.9		MOSEL 5.6		41.6	f 8.32	f 3.54	4.39	6.12	9.16	9.40	11.50PM	3.00
51— 50 P											498.5		SHOSHONE 5.2		36.0	f 8.25	f 3.47	4.32	6.06	9.09	9.32	11.35	2.45
51— 51 P											503.7		LADOGA 4.5		30.8	f 8.18	f 3.40	4.26	6.00	9.02	9.24	11.20	2.30
107 PW											508.2	TO	BEOWAWE 4.5		26.8	s 8.11	s 3.33	4.20	5.55	8.55	9.17	11.10	2.07
51— 51 P											512.7		CLURO 4.3		21.8	f 7.57	f 3.24	4.14	5.50	8.48	9.08	10.50	1.38
51— 51 P											517.0		HARNEY 4.6		17.5	f 7.50	f 3.18	4.09	5.44	8.41	9.01	10.40	1.20
P											521.6		GERALD (Spur) 3.6		12.9	f 7.42	f 3.11	4.02	5.38	8.34	8.54	10.25	1.00
I											525.2		E. N. Crossing 0.3		9.3								
I											525.5		E. N. Crossing 0.2		9.0								
54— 50 PW											525.7	TO	PALISADE 5.5		8.8	s 7.33	s 3.04	3.55	5.31	f 8.26	8.45	10.10	12.40
87 P											531.2		TYROL 3.3		3.3	f 7.22	f 2.54	3.47	5.23	8.17	8.37	9.53	12.25
Yard PFWTBK											534.5	TO-R	CARLIN		0.0	7.15AM	2.47PM	3.40PM	5.17PM	8.10PM	8.30PM	9.40PM	12.10PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arr. Tuesday, Thursday, Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(150.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.30)	(1.21)	(1.18)	(1.18)	(2.40)	(1.18)	(1.14)	(0.56)	(1.04)	(0.59)			Time over District			(3.10)	(3.43)	(3.15)	(3.07)	(2.47)	(4.00)	(5.20)	(10.30)
	14.66	27.11	28.15	28.15	13.72	28.15	29.67	39.21	34.31	37.22			Average speed per hour			35.87	40.41	46.21	48.19	40.81	37.55	21.32	14.30

See Western Pacific Current Timetable for Eastward Southern Pacific schedules between Weso and Carlin.

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders apply at the end of double track at Rose Creek.

Trailing point crossovers connect main tracks of Southern Pacific and Western Pacific at Beowawe and Preble.

ADDITIONAL STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers to (or beyond)
42 & 28	Any Station	Cheyenne

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
1 & 27	Any Station	Cheyenne
9	Battle Mountain and Winnemucca	When more mail than can be hung on mail crane.

EASTWARD.

CARLIN SUB-DIVISION

WESTWARD.

Capacity of sidings in carlengths.	SECOND CLASS					FIRST CLASS				Distance from San Francisco			Time Table No. 32 May 6, 1928		Distance from Montello	FIRST CLASS						SECOND CLASS	THIRD CLASS
	292	254	276	258	280	10	42	20	28							3	19	1	9	41	27	61	253
	Freight	Ogden Manifest	Freight	Freight	Freight	Salt Lake	San Francisco Overland Limited	Pacific Limited	Gold Coast Limited							Western Pacific Pacific Express	Pacific Limited	San Francisco Overland Limited	Fast Mail	Western Pacific Scenic Limited	Gold Coast Limited	Western Pacific Fast Freight	Ogden Manifest
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard PFWBKT										534.5	Block Signals	TO-R	CARLIN 3.0		127.4	s 7.06AM	s 2.35PM	s 3.34PM	s 5.12PM	s 8.03PM	s 8.20PM	9.15PM	11.05AM
N S 87 P										537.5			VIVIAN 2.8		124.4	f 6.57	f 2.26	3.25	5.03	7.54	8.11	8.59	10.50
P										540.3			TONKA 4.2	(Spur)	121.6	f 6.53	f 2.22	3.21	4.59	7.48	8.07	8.50	10.38
53— 52 P										544.5			MOLEEN 5.8		117.4	f 6.47	f 2.16	3.15	4.54	7.42	8.01	8.40	10.20
76 P										550.3			AVENEL 4.2		111.6	f 6.40	f 2.08	3.09	4.48	7.35	7.54	8.23	9.55
										554.5			WEST ELKO 1.5		107.4	6.34	2.02	3.03	4.43	7.29	7.48	8.10PM	
51— 95 PW										556.0		TO-R	ELKO 4.5		105.9	6.31 s 6.26	s 1.59	3.00	4.40	7.26 s 7.21	f 7.45	Via WP Yard 7.10PM	9.30
88 P				See Western Pacific current timetable for eastward Southern Pacific schedules between Carlin and Alazon.						560.5			COIN 4.3		101.4	f 6.18	f 1.46	2.53	4.33	7.15	7.37	6.55	9.15
P										564.8			OSINO 3.0	(Spur)	97.1	f 6.12	f 1.40	2.47	4.27		7.31	6.40	9.00
52— 51 P										567.8			RYNDON 5.6		94.1	f 6.06	f 1.35	2.41	4.22	7.06	7.26	6.25	8.45
93 PW										573.4			ELBURZ 3.3		88.5	f 5.56	f 1.26	2.32	4.13	6.57	7.17	6.10	8.30
106 P										576.7		TO	HALLECK 4.5		85.2	f 5.49	f 1.20	2.27	4.09	6.53	7.12	6.00	8.15
87 P										581.2			RASID 4.1		80.7	f 5.41	f 1.13	2.21	4.04	6.47	7.06	5.45	8.02
51 P										585.3			NATCHEZ 4.3		76.6	f 5.33	f 1.08				7.01	5.30	7.50
120 PW										589.6		TO	DEETH 4.8		72.3	s 5.26	f 1.02	2.12	3.55	6.37	6.55	5.15	7.40
P										594.4			NARDI 4.7	(Spur)	67.5	f 5.19	f12.54			6.31	6.48	5.00	7.27
162 P										599.1			TULASCO 4.5		62.8	f 5.12	f12.47	2.01	3.44		6.42	4.45	7.15
85 PI	10.34PM	5.10PM	4.53PM	11.00AM	5.31AM	f 8.40PM	12.42PM	12.32PM	7.03AM	603.6		TO-R	ALAZON 3.9	Double Track	58.3	f 5.05AM	f12.40	1.55	3.39	6.20PM	6.35	4.30PM	7.00
Yard PFWYBK	10.59	5.50	5.18	11.30AM	5.51	s 8.52	12.48	s12.41	f 7.13	607.5		TO-R	WELLS 5.9		54.4		s12.33	1.50	3.33		f 6.25		6.45
P						f 9.10	1.03	12.56	7.28	613.4			CEDAR 3.0		48.5		f						
51—105 PY	11.46	6.50	6.10	12.15PM	6.34	f 9.20	1.10	1.05	7.35	616.4		TO-R	MOOR 3.7		45.5		f12.15	1.36	3.19		6.10		5.40
105—51 PW	11.54PM	7.10	6.18	12.26	6.42	f 9.26	1.15	1.10	7.40	620.1			ANTHONY 4.0		41.8		f12.10	1.31	3.14		6.04		5.25
51— 51 P	12.04AM	7.25	6.26	12.36	6.51	f 9.33	1.20	1.20	7.45	624.1			HOLBORN 3.4		37.8		f12.04PM	1.20	3.09		5.58		5.05
51—103 P	12.13	7.37	6.34	12.44	7.00	f 9.38	1.26	1.35	7.50	627.5			FENELON 4.3		34.4		f11.59AM	1.13	3.04		5.52		4.50
103—51 P	12.22	7.52	6.43	1.07	7.09	f 9.45	1.32	1.41	7.56	631.8			PEQUOP 5.0		30.1		f11.52	1.07	2.58		5.45		4.33
51— 51 P	12.33	8.10	6.53	1.20	7.21	f 9.53	1.39	1.48	8.03	636.8			ICARUS 3.8		25.1		f11.45	1.01	2.52		5.37		4.15
121 PYWP	12.42	8.25	7.10	1.40 1.53	7.30	f 9.59	1.44	1.53	8.08	640.6		TO-R	VALLEY PASS 4.2	Double Track	21.3		f11.39	12.55	2.47		5.29		4.00
48 P	1.02	8.55	7.20	2.10	7.50	s10.13	1.50	s 2.02	f 8.15	644.8		TO	COBRE 1.6		17.1		s11.29	12.49	2.39		5.20		3.30
						f				646.4			OMAR 3.4		15.5		f						
89 center PW					8.24	f10.22	1.58	2.10	8.24	649.8			LORAY 3.6		12.1		f11.10	12.40	2.28		5.10		
P						f10.30	2.04	2.16	8.30	653.4			TIOGA 1.9		8.5		f11.04	12.34	2.22		5.02		
P						f				655.3			ULLIN 2.1		6.6								
P						f				657.4			NOBLE 2.2		4.5		f						
P						f10.45	2.13	2.25	8.39	659.6			BANVARD 2.3		2.3		f						
Yard PFWYBK	2.07AM	10.10PM	8.25PM	3.15PM	9.05AM	s10.50PM	s 2.18PM	s 2.30PM	s 8.44AM	661.9		TO-R	MONTELLO		0.0		10.45AM	12.14PM	2.03PM		4.41PM		1.00AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(127.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.33)	(5.00)	(3.32)	(4.15)	(3.34)	(2.10)	(1.36)	(1.58)	(1.41)				....................Time over District....................			(2.01)	(3.50)	(3.20)	(3.09)	(1.43)	(3.39)	(4.45)	(10.05)
	16.04	11.32	16.50	13.32	16.34	26.90	36.43	29.57	34 63				....................Average speed per Hour....................			34.26	33.23	38.22	40.44	40.25	34.88	14.54	12.63

Westward trains are superior to trains of the same class in the opposite direction.

The track North of the Main Track at Anthony and Pequop and the track south of the Main track at Fenelon is the siding and the second paragraph of Rule 5 applies at the switches of these tracks.

Schedule time and train orders will apply at the end of double track at Moor and Valley Pass.

Trailing point crossover connect main track at Cobre. Crossovers connect main tracks at Ullin and Southern Pacific and Western Pacific main tracks at Deeth.

ADDITIONAL STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to (or beyond)
28-42	Any Station	Cheyenne

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
1-27	Any Station	Cheyenne

EASTWARD — MONTELLO-SUB-DIVISION — WESTWARD

Capacity of sidings in car lengths	254	292	280	276	118	258	10	20	2	28	Distance from San Francisco	Time Table No. 32 May 6, 1928		Distance from Ogden		19	1	9	27	253	117
	SECOND CLASS						FIRST CLASS									FIRST CLASS				THIRD CLASS	
	Ogden Manifest	Freight	Freight	Freight	Mixed	Freight	Salt Lake	Pacific Limited	San Francisco Overland Limited	Gold Coast Limited		STATIONS		EB	WB	Pacific Limited	San Francisco Overland Limited	Fast Mail	Gold Coast Limited	Ogden Manifest	Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon.
Yard PFWYBK	11.05PM	7.05PM	2.40PM	7.10AM	6.00AM	12.15AM	11.00PM	2.35PM	2.23PM	8.49AM	661.9	TO-R MONTELLO 6.4 6.4	Double Track	120.4	121.2	s 10.40AM	s 12.09PM	s 1.58PM	s 4.36PM	12.15AM	s 5.30PM
N S 62 P					f 6.11		f 11.10	f 2.44	2.31	8.57	668.3	TECOMA TECOMA 6.0 2.8		114.0	114.8	f 10.29	11.59AM	1.50	4.27		f 5.08
Grouse 128 P							f 11.20	2.53	2.38	9.04	674.3	GARTNEY(Spur) GROUSE 5.5 9.5		108.0	112.0	f 10.25	11.54	1.46	4.22		
50—107 PWY	12.15AM	8.05	3.40	8.10	s 6.45AM	1.15	f 11.31	f 3.01	2.46	9.12	679.8	TO-R LUCIN 4.7		102.5		f 10.08	11.39	1.33	4.06	9.50PM	4.35PM
103—52 P	12.46	8.15	3.59	8.20		1.25	f 11.38	3.07		9.18	684.5	PIGEON 4.3		97.8		f 9.58			3.59	9.25	
103—51 P	1.33	8.23	4.10	8.28		1.33	f 11.45	3.13	2.57	9.24	688.8	TECK 4.4		93.5		f 9.51	11.28	1.23	3.53	9.09	
51—51 P	2.05	8.31	4.18	8.36		1.41	f 11.52	3.19		9.30	693.2	JACKSON 4.4		89.1		f 9.45			3.47	8.54	
103—51 P	2.20	8.39	4.26	8.44		1.49	f 11.59PM	3.25	3.08	9.39	697.6	BEPPO 4.5		84.7		f 9.39	11.18	1.14	3.41	8.39	
48—87 PW	2.45	8.54	4.40	8.53		2.04	f 12.06AM	f 3.31		9.50	702.1	TO LEMAY 4.3		80.2		f 9.32			3.31	8.25	
51—51 P	3.00	9.05	4.50	9.03		2.15	f 12.13	f 3.37	3.20	9.56	706.4	NEWFOUNDLAND 4.7		75.9		f 9.25	11.07	1.05	3.20	8.15	
51—51 P	3.13	9.13	4.59	9.19		2.23	f 12.20	f 3.44		10.02	711.1	GROOME 5.2		71.2		f 9.19			3.12	8.05	
100—50 P	3.28	9.22	5.10	9.30		2.32	f 12.28	3.51	3.35	10.09	716.3	ALLEN 4.4		66.0		f 9.12	10.52	12.54	3.05	7.55	
110—51 PY	3.43	9.30	5.18	9.38		2.40	f 12.35	f 3.57		10.15	720.7	HOGUP 4.6		61.6		f 9.06			2.59	7.45	
105—52 P	3.55	9.38	5.26	9.46		2.48	f 12.42	4.03	3.46	10.21	725.3	OLNEY 4.7		57.0		f 8.59	10.41	12.44	2.53	7.35	
100—51 PW	4.10	9.49	5.40	9.55		2.59	f 12.50	4.09		10.35	730.0	STRONGKNOB 5.2		51.3		f 8.53	10.35	12.39	2.47	7.25	
51—112 PF	4.30	10.04	5.55	10.04		3.14	f 1.00	f 4.18	3.59	10.45	735.2	TO LAKESIDE 4.8	Block Signals Double Track	47.7		f 8.46	10.29	12.32	2.40	7.11	
	4.50	10.18	6.09	10.19		3.28	1.11	4.28	4.08	10.54	740.0	TRESEND 1.1		42.3		8.36	10.19	12.24	2.31		
106 P	4.55	10.23	6.14	10.24		3.33	1.14	4.31	4.11	10.57	741.1	ENGLE 3.7		41.2		8.32			2.27		
51—76 P	5.30	10.42	6.33	10.43		3.52	f 1.29	f 4.43	4.24	11.10	744.8	TO MIDLAKE 5.3		37.5		f 8.20	10.03	12.09PM	2.15	6.33	
100 P	6.15	11.09	7.00	11.10		4.19	f 1.46	4.59	4.40	11.26	750.1	COLIN 5.1		32.2		f 8.04	9.47	11.53AM	1.59	5.55	
52—102 P	6.45	11.27	7.18	11.28 11.45AM		4.37	f 1.58	5.11	4.52	11.41	755.2	SALINE 3.3		27.1		f 7.52	9.35	11.41	1.47	5.32	
106—52 PW	7.10	11.34	7.30	12.01PM		4.44	f 2.07	f 5.17	4.57	11.50AM	758.5	TO PROMONTORY PT. 5.2		23.8		f 7.47	9.31	11.37	1.42	5.17 4.52	
102—51 P	7.37	11.49PM	7.45	12.16		4.59	f 2.20	5.27	5.07	12.01PM	763.7	BAGLEY 4.8		18.6		f 7.37	9.21	11.28	1.32	4.22	
51—102 P	8.10	12.03AM	7.59	12.30		5.13	f 2.31	5.36	5.16	12.10	768.5	LITTLE MOUNTAIN 4.0		13.8		f 7.28	9.12	11.21	1.23	4.00	
96—52 P	8.35	12.10	8.06	12.37		5.20	f 2.37	5.41	5.21	12.16	772.5	REESE 2.4		9.8		f 7.23			1.18	3.45	
											774.9	CARVER (Spur) 0.6		7.4							
P	8.55	12.16	8.12	12.43		5.26	2.42	5.45	5.25	12.21	775.5	WEBER JCT 0.8	Double Track	6.8		7.18	9.03	11.13	1.13	3.30	
134 Center P							f				776.3	WEST WEBER 3.7		6.0		f					
											780.0	MARRIOTT (Spur) 1.4		2.3							
P	9.18	12.28	8.24	12.54		5.38	2.55	5.55	5.35	12.30	781.4	CECIL JUNCTION D. & R. G. Crossing 0.9		0.9		7.08	8.53	11.03	1.03		
Yard PFWTYBK	9.30AM	12.35AM	8.30PM	1.00PM		5.45AM	s 3.00AM	s 6.00PM	s 5.40PM	s 12.35PM	782.3	TO-R OGDEN		0.0		7.05AM	8.50AM	11.00AM	1.00PM	3.00PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(120.4)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon.
	(10.25) 11.63	(5.30) 21.89	(5.50) 20.64	(5.50) 20.64	(0.45) 23.86	(5.30) 21.89	(4.00) 30.10	(3.25) 35.23	(3.17) 36.66	(3.46) 31.96		............Time over District............ ....Average speed per hour..........				(3.35) 33.82	(3.19) 36.54	(2.58) 40.85	(3.36) 33.66	(9.15) 13.10	(0.55) 20.50

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders will apply at the end of double track at Lucin and Lakeside.

Train and Enginemen are subject to rules and regulations of Ogden Union Railway and Depot Co. while in Terminal Yard at Ogden.

The track north of the main track at Reese, Bagley, Promontory Pt., Strongknob, Hogup, Olney, Allen, Beppo, Teck and Pigeon and the track south of the main track at Little Mountain, Saline, Midlake and Lemay is the siding and the second paragraph of Rule 5 applies at the switches of these tracks.

Marriott spur connected to westward track.

Rambo spur MP. 739.3 connected to westward track.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
1 & 27	Any Station	Discharge		Cheyenne
2 & 28	Any Station	Receive	Cheyenne	
20	Any Station	Receive	Ogden and points beyond.	

MINA SUB-DIVISION

EASTWARD WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco	Time Table No. 32	Distance from Mina	FIRST CLASS	THIRD CLASS	
	190		24		May 6, 1928		23		189
	Mixed		Tonopah Express Mixed				San Francisco Passenger Mixed		Mixed
	Leave Daily		Leave Daily		STATIONS		Arrive Daily		Arrive Daily
Yard TYWFPBK			9.15PM	288.1	TO-R HAZEN 4.8	128.9	¶ 5.10PM		
48			f 9.25	292.9	BANGO 2.3	124.1	f 5.00		
			f	295.2	LAHONTAN (Spur) 1.0	121.8	f		
			f	296.2	LAMAR (Spur) 1.7	120.8	f		
47			f 9.35	297.9	RUGBY 4.6	119.1	f 4.43		
47			f 9.45	302.5	HAWES 4.5	114.5	f 4.32		
47 W			f 9.55	307.0	APPIAN 5.5	110.0	f 4.20		
48			f 10.07	312.5	PAWNEE 1.3	104.5	f 4.07		
14			f	313.8	WEEKS 2.6	103.2	f		
71 PFY	12.35PM		f 10.15	316.4	R CHURCHILL 11.4	100.6	f 3.59		s 2.05PM
				327.8	N. C. B. CROSSING 0.2	89.2			
129 PYW	s 1.00PM		10.40 s 10.55	328.0	TO-R WABUSKA 3.9	89.0	s 3.35		1.40PM
6				331.9	LUX 2.7	85.1			
31			f 11.10	334.6	MOQUIST 9.1	82.4	f 3.14		
33 P			f 11.27	343.7	RIO VISTA 4.0	73.3	f		
38			f 11.37	347.7	RESERVATION 1.6	69.3	f 2.48		
				349.3	ZAIS (Spur) 4.9	67.7			
63 W			s 12.07AM	354.2	TO SCHURZ 7.2	62.8	s 2.35		
45			f 12.24	361.4	STUCKEY 5.9	55.6	f 2.17		
31 P			f 12.40	367.3	GILLIS 2.0	49.7	f 2.05		
P			f	369.3	NOLAN (Spur) 7.3	47.7	f		
40 P			f 12.59	376.6	MAGNUS 2.2	40.4	f 1.46		
				378.8	WALKER (Spur) 5.6	38.2			
87			s 1.35	384.4	TO THORNE 5.0	32.6	s 1.31		
52			f	389.4	DOVER 4.6	27.6	f		
42			f 1.58	394.0	KINKEAD 3.6	23.0	f 1.11		
W			f	397.6	ACME TANK 3.5	19.4	f		
38 P			f	401.1	ACME 7.1	15.9	f		
32			s 2.40	408.2	LUNING 8.8	8.8	f 12.42		
Yard PFWYBK			s 3.00AM	417.0	TO-R MINA	0.0	12.25PM		
	Arrive Daily		Arrive Daily		(128.9)		Leave Daily		Leave Daily
	(0.25) 27.84		(5.45) 22.70		..........Time over District.......... ....Average speed per hour..........		(4.45) 27.13		(0.25) 27.84

EASTWARD (Narrow Gauge) WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS	Distance from San Francisco	Time Table No. 32	Distance from Keeler	FIRST CLASS	SECOND CLASS		
	196	192		124		May 6, 1928		123		195	191
	Mixed	Mixed		T. & G. Tonopah Express Mixed				T. & G. San Francisco Passenger Mixed		Mixed	Mixed
	Leave Daily Ex. Sunday	Lv. Monday, Wednesday, Friday		Leave Daily		STATIONS		Arrive Daily		Arrive Daily Ex. Sunday	Ar. Tuesday, Thursday Saturday
Yard PFWYBK		6.00AM		3.30AM	417.0	TO-R MINA 3.5 Joint Track Three Rails	159.5	s 12.05PM			s 7.00PM
		f 6.10		f 3.40	420.5	SODAVILLE (Spur) 4.5	156.0	f 11.57			f 6.45
		f		f	425.0	RHODES (Spur) 1.0	151.5	f			f
		s 6.30		s 3.55AM	426.0	TO-R TONOPAH JCT. 6.4	150.5	11.45AM			s 6.30
22 PW		f 7.00			432.4	BELLEVILLE 3.0	144.1				f 6.00
Y		f 7.15			435.4	FILBEN 3.3	141.1				f
		f			438.7	LITTLE SUMMIT (Spur) 6.1	137.8				f
					444.8	RAYDEL (Spur) 5.6	131.7				
20 PW		s 8.20			450.4	BASALT 7.7	126.1				s 4.40
26 PY		s 9.00			458.1	TO MT. MONTGOMERY 8.6	118.4				s 4.00
17 PW		s 9.50			466.7	QUEEN 2.2	109.8				s 3.20
					468.9	STATE LINE 7.1	107.7				
26 P		s 10.30			476.0	BENTON 11.0	100.5				s 2.35
15 YPW		f 11.10			487.0	HAMMIL 2.4	89.5				f 1.55
		f			489.4	DEHY (Spur) 1.9	87.1				f
8		f 11.25AM			491.3	SHEALY 7.8	85.2				f 1.35
16 P		f 12.01PM			499.1	CHALFANT 2.	77.4				f 1.10
14					501.7	TOM 5.1	74.8				
59 PFTWK	1.30PM	s 12.30PM			506.8	TO-R LAWS 2.8	69.7			s 12.20PM	12.40PM
	f 1.38				509.6	POLITA 2.1	66.9			f 12.05PM	
10	f 1.45				511.7	BIGELOW 4.4	64.8			f 11.55AM	
10	f 1.56				516.1	BLACK CANYON 6.6	60.4			f 11.43	
16 P	s 2.21				522.7	TO ZURICH 2.8	53.8			s 11.27	
11	f 2.31				525.5	MONOLA 3.9	51.0			f 11.12	
6	f 2.40				529.4	ELNA 6.8	47.1			f 11.01	
21 PW	f 3.01				536.2	ABERDEEN 14.1	40.3			f 10.45	
16 PW	s 3.50				550.3	TO KEARSARGE 4.9	26.2			s 10.15	
10	f 4.05				555.2	MANZANAR 4.6	21.3			f 9.56	
47 TP	s 4.30				559.8	TO OWENYO 3.9	16.7			9.40 s 8.19	
16 P	f 4.50				563.7	MT. WHITNEY 5.0	12.8			f 8.10	
	f				568.7	ALICO (Spur) 1.5	7.8			f	
					570.2	DOLOMITE (Spur) 1.2	6.3				
	f				571.4	MOCK (Spur) 0.8	5.1			f	
8	f 5.20				572.2	TRAMWAY 4.3	4.3			f 7.50	
44 WYBK	s 5.35PM				576.5	TO-R KEELER	0.0			7.30AM	
	Arrive Daily Ex.Sunday	Ar. Monday Wednesday Friday		Arrive Daily		(159.5)		Leave Daily		Leave Daily Ex. Sunday	Lv. Tuesday, Thursday Saturday
	(4.05) 17.07	(6.30) 13.82		(0.25) 21.60		..........Time over District.......... ....Average speed per hour..........		(0.20) 27.00		(4.50) 14.42	(6.20) 14.18

Westward trains are superior to trains of the same class in the opposite direction.

Spur M. P. 532

EASTWARD MINA SUB-DIVISION WESTWARD

Time Table No. 32

May 6, 1928

Capacity of sidings in car lengths.		SECOND CLASS 190 Mixed	Distance From San Francisco		STATIONS	Distance from Churchill	THIRD CLASS 189 Mixed
		Leave Daily					Arrive Daily
71	BPFY	10.40 AM	342.4	R	MOUND HOUSE	26.0	s 4.20 PM
					3.4		
			339.0		GOLDY (Spur)	22.6	
					2.6		
20	KPW	s 11.10	336.4	TO	DAYTON	20.0	s 3.45
					2.3		
			334.1		RANDALL (Spur)	17.7	
					3.9		
		f	330.2		CANTY (Spur)	13.8	f
					2.8		
		f	327.4		SPUR A (Spur)	11.0	f
					2.6		
		f 11.57 AM	324.8		CLIFTON (Spur)	8.4	f 2.50
					2.5		
		f	322.3		LYON (Spur)	5.9	f
					1.6		
		f	320.7		TUGELA (Spur)	4.3	f
					4.3		
Yard	PFY	s 12.34 PM	316.4	R	CHURCHILL	0.0	2.10 PM
		Arrive Daily			(26.0)		Leave Daily
		(1.54)			Time over District		(2.10)
		13.68			Average speed per Hour		12.00

EASTWARD MINA SUB-DIVISION (NARROW GAUGE) WESTWARD

Time Table No. 32

May 6, 1928

	Distance from Filben	STATIONS	Distance from Candelaria
Y	0.0	FILBEN	5.5
		5.5	
P	5.5	CANDELARIA	0.0
		(5.5)	

EASTWARD MINA SUB-DIVISION WESTWARD

Time Table No. 32

May 6, 1928

Capacity of sidings in car lengths.		SECOND CLASS 204 Mixed	SECOND CLASS 202 Mixed	Distance from San Francisco		STATIONS	Distance from Fallon	THIRD CLASS 201 Mixed	THIRD CLASS 203 Mixed
		Leave Daily	Leave Daily					Arrive Daily	Arrive Daily
Yard	BKPTFWY	10.50 AM	7.30 AM	288.1	TO-R	HAZEN	15.8	s 10.15 AM	s 4.15 PM
						5.4			
59		f 11.06	f 7.46	293.5		MAHALA	10.4	f 9.59	f 3.59
						4.6			
61		f 11.19	f 7.59	298.1		MIRAGE	5.8	f 9.46	f 3.46
						2.8			
		f	f	300.9		SANLAN (Spur)	3.0	f	f
						3.0			
Yard	PWY	s 11.35 AM	s 8.15 AM	303.9	TO-R	FALLON	0.0	9.30 AM	3.30 PM
		Arrive Daily	Arrive Daily			(15.8)		Leave Daily	Leave Daily
		(0.45)	(0.45)			Time over District		(0.45)	(0.45)
		21.06	21.06			Average speed per Hour		21.06	21.06

EASTWARD SUSANVILLE SUB-DIVISION WESTWARD

Time Table No. 32

May 6, 1928

Capacity of sidings in car lengths.		SECOND CLASS 198 Local Freight	SECOND CLASS 184 Susanville Local Freight	FIRST CLASS 22 Tahoe	Distance from San Francisco		STATIONS	Distance from Westwood	FIRST CLASS 21 Tahoe	SECOND CLASS 183 Susanville Local Freight	THIRD CLASS 197 Local Freight
		Lv. Daily Ex. Sunday	Leave Daily Ex. Saturday	Leave Daily					Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
244	PYB		7.45 PM	8.47 AM	276.1	TO-R	FERNLEY	135.2	s 7.21 PM	12.45 AM	
							2.0				
	W		8.00	s 8.55	278.1	TO	WADSWORTH	133.2	s 7.16	12.30	
							3.1				
63	Y		8.15	f 9.00	281.2		DODGE	130.1	f 7.09	12.05 AM	
							9.3				
64			8.40	f 9.15	290.5		NUMANA	120.8	f 6.54	11.40 PM	
							5.0				
22			8.55	f 9.23	295.5		LIBBY	115.8	f 6.45	11.20	
							3.9				
66			9.07	f 9.30	299.4		HESLIP	111.9	f 6.37	11.05	
							5.4				
			9.20	f 9.39	304.8		ROMOLO (Spur)	106.5	f 6.25	10.45	
							3.4				
97	W		9.35	f 9.46	308.2		SUTCLIFFE	103.1	f 6.17	10.30	
							8.4				
65			10.00	f 10.00	316.6		BRISTOL	94.7	f 6.04	10.00	
							5.2				
34	W		10.30	f 10.09	321.8		BIG CANYON	89.5	f 5.55	9.43	
							4.3				
64			10.50	f 10.16	326.1		ZENOBIA	85.2	f 5.48	9.27	
							6.7				
65			11.07	f 10.26	332.8		ASTOR	78.5	f 5.37	9.12	
							2.8				
64			11.14	f 10.31	335.6		EASTON	75.7	f 5.32	9.05	
							0.8				
			11.19	f 10.33	336.4		FLANIGAN W. P. Crossing	74.9	f 5.30	9.00	
							8.8				
88			11.40 PM	f 10.47	345.2		STACY	66.1	f 5.16	8.35	
							9.6				
109			12.05 AM	f 11.02	354.8		AMEDEE	56.5	f 5.00	8.10	
							3.5				
76	PW		12.15	s 11.08	358.3	TO	WENDEL	53.0	s 4.48	8.00	
							3.3				
				f	361.6		ANTOLA	49.7	f		
							5.5				
128			1.15	s 11.33	367.1	TO	LITCHFIELD	44.2	s 4.31	7.20	
							7.8				
138			1.40	f 11.45	374.9		LEAVITT	36.4	f 4.17	6.50	
							7.0				
Yard	PBYFKW	8.00 AM	2.00 AM	s 11.57 AM 12.10 PM	381.9	TO-R	SUSANVILLE	29.4	s 4.03 3.50	6.30 PM	2.25 PM
							8.2				
69		8.40		f 12.35	390.1		BUNNEL	21.2	f 3.30		1.50
							4.7				
64	W	9.15		f 12.47	394.8		GOUMAZ	16.5	f 3.18		1.30
							5.3				
71	Y	9.45		f 1.06	400.1		WESTWOOD JCT.	11.2	f 3.04		1.06
							2.2				
				f	402.3		LASCO	9.0	f		
							4.3				
64		10.15		f 1.18	406.6		FACHT	4.7	f 2.52		12.30
							3.5				
65				f 1.25	410.1		CONMAN	1.2	f 2.45		
							1.2				
Yard	PWYBK	10.35 AM		s 1.30 PM	411.3	TO-R	WESTWOOD	0.0	2.40 PM		12.10 PM
		Ar. Daily Ex Sunday	Arrive Daily Ex. Sunday	Arrive Daily			(135.2)		Leave Daily	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday
		(2.35)	(6.15)	(4.43)			Time over District		(4.41)	(6.15)	(2.15)
		10.21	16.92	28.66			Average speed per Hour		28.14	16.92	13.06

Spur M. P. 379.7

Spur M. P. 393.3

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge
21 & 22	Pyramid Post Office MP 319.6	When necessary to exchange mail.

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD MONTELLO SUB-DIVISION WESTWARD

Time Table No. 32

May 6, 1928

Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.

Capacity of sidings in car lengths.	SECOND CLASS		Distance from San Francisco		STATIONS	Distance from Ogden	SECOND CLASS	
	182	118					181	117
	Mixed	Mixed					Mixed	Mixed
	Leave Thursday Saturday	Leave Tuesday					Arrive Thursday Saturday	Arrive Monday
124 YWP		6.50AM	679.2	TO-R	LUCIN 12.4	146.8		s 4.20PM
56		f 7.28	691.6		BOVINE 8.2	134.4		f 3.40
15 PW		f 7.53	699.8		WATERCRESS 2.3	126.2		f 3.15
65			702.1		TERRACE 10.7	123.9		
38 Y		f 8.33	712.8		MATLIN 9.8	118.2		f 2.35
43 Y		f 9.03	722.6		OMBEY 4.7	103.4		f 2.05
51		f 9.18	727.3		PEPLIN 6.8	98.7		f 1.45
106 FPYW	1.20PM	¶ 10.01	734.1	TO-R	KELTON 9.8	91.9	¶ 12.50PM	¶ 1.20
	1.47	10.25	743.9		NELLA (Spur) 4.7	82.1	12.25	12.25
48	f 2.02	f 10.40	748.6		MONUMENT 3.0	77.4	f 12.13	f 12.13
P	f 2.11	f 11.00	751.6		KOSMO (Spur) 4.0	74.4	f 12.05PM	f 12.05PM
49	f 2.23	f 11.12	755.6		LAKE 9.4	70.4	f 11.55AM	f 11.55AM
49 W	s 2.53	s 11.37	765.0		ROZEL 7.9	61.0	s 11.30	s 11.30
117 P	s 3.18	s 11.57AM	772.9		PROMONTORY 5.9	53.1	s 11.10	s 11.10
48	f 3.36	f 12.12PM	778.8		SURBON 3.2	47.2	f 10.48	f 10.48
49 P	f 3.50	f 12.47	782.0		LAMPO 2.4	44.0	f 10.35	f 10.35
93 W	f 4.01	f 1.15	784.1		BLUE CREEK 4.0	41.6	f 10.25	f 10.25
48	f	f	788.4		CONNOR 5.4	37.6	f	f
49	f	f	793.8		BALFOUR 2.7	32.2	f	f
17	f	f	796.5		DATHOL 1.6	29.5	f	f
			798.1		STOKES (Spur) 3.2	27.9		
61 P	s 4.45PM	s 2.00PM	801.3	TO-R	CORINNE 1.6	24.7	9.40AM	9.40AM
			802.9		CORINNE JCT. 6.1	23.1		
			809.0		ENDA 6.9	17.0		
			815.9		BONNEVILLE 9.2	9.2		
			825.1		CECIL JCT. 0.9	0.9		
PFWTBK			826.0	TO-R	OGDEN	0.0		
	Arrive Thursday Saturday	Arrive Tuesday			(146.8)		Leave Thursday Saturday	Leave Monday
	(3.25)	(7.10)			Time over District		(3.10)	(6.40)
	19.66	17.03			Average speed per hour		21.22	18.23

EASTWARD MONTELLO SUB-DIVISION WESTWARD

Time Table No. 32

May 6, 1928

Capacity of sidings in car lengths.	Distance from Tecoma	STATIONS	Distance from end of Track
62 P	0.0	TECOMA 4.2	4.3
	4.2	COPPER CO.'S TIPPLE 0.1	0.1
	4.3	TUTTLE	0.0
		(4.3)	

Westward trains are superior to trains of the same class in the opposite direction.

"SAFETY FIRST"

SPECIAL INSTRUCTIONS

THE FOLLOWING APPLICATION AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor Time Service..............65 Market Street, San Francisco.
Sparks..Adams & Davidson Co.
Winnemucca......................................Krenkel & Bosch.
Ogden...J. S. Lewis & Co.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

Rule 10 (H). First paragraph is modified to read as follows: "A yellow signal will be displayed to the right of the track in the direction of movement, one half mile each side of structure or track over which speed of trains must be restricted."

RULE 14 (E). Lucin when recalling flagman from the East on (Lucin to Corinne line) and at Hazen or Fernley, when recalling flagman from east on Mina Subdivision or Susanville Subdivision use five long and one short sounds of steam whistle.

RULE 14 (L). Rule 14L, Page 17, Book of Rules and Regulations of Transportation Department is modified to provide one long, two short and one long blast of steam whistle for grade crossing signal.

RULE 72. When a section of double track is being used as single track under Form *D*-S, westward trains are superior to trains of same class in the opposite direction.

RULE 83. Train registers are not maintained at Cecil Jct., Weber Jct., Tresend and Lakeside. Trains may identify each other on double track between Cecil Jct. and Weber Jct. and between Tresend and Lakeside. Trains approaching on double track in this territory will reduce speed to Twenty (20) miles per hour in order that positive identification may be made by all Trainmen and Enginemen.

Should there be any doubt due to weather conditions or otherwise, as to the proper identification of superior trains, or signals displayed, trains between these points must not proceed from double to single track without first obtaining information from train dispatcher, as per Rule 83.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Lucin......................Westward regular trains.
Valley Pass................Eastward regular trains.
Moor.......................Westward regular trains.
Wells......................Nos. 1, 42, 9, 19, 20, 27 and 28.
Rose Creek.................Westward regular trains.
Oreana.....................Eastward regular trains.
Hazen......................Nos. 1, 2, 9, 19, 20, 27 and 28.

At the following stations, only the trains indicated will register:

Valley Pass................................Eastward regular trains.
Moor.......................................Westward regular trains.
Fernley....................................Nos. 21, 22, 183 and 184.

Lucin Eastward regular trains will not register.
Rose Creek Eastward regular trains will not register.
Oreana Westward regular trains will not register.
Hazen..Only first class trains will register for information of trains originating and terminating.
Churchill..Nos. 189 and 190.

RULE 83 (D). Trains must obtain a clearance card before leaving
WELLS, (Eastward Trains) LUCIN (on Promontory Line) SUSANVILLE,
when such stations are open train-order offices.

RULE 85. Third class trains may pass and run ahead of second class trains.

RULE 93. At Fernley No. 22 will head in on siding at west end, proceed on siding to point opposite station, then back up on siding to west leg of wye head out through west leg of wye.

No. 21 head in through west leg of wye to siding back up on siding to point opposite station, then head out at west end of siding.

Road crews making up trains or performing other terminal work in Montello and Imlay yards under the direction of the terminal Trainmaster or Yardmaster, will be considered the same as yard crews within the meaning of Rule 93.

Eastward Freight trains entering Imlay Yard will be governed by position of automatic home Signal No. 3834 as follows: When signal is in proceed position, train will proceed on main track to station, provided train has main track authority. When signal at stop, telephone Yardmaster for instructions.

Trains and engines moving east on main track Carlin Yard must stop before fouling west detour.

SPARKS Yard—Between a point 1½ miles west of Reno and a point 2700 feet east of east switch at Sparks.

Yard limits are defined by yard limit signs at the following stations:

MONTELLO
WELLS
ELKO
CARLIN
IMLAY
HAZEN
FALLON
SUSANVILLE
WESTWOOD
WENDEL
MOUNDHOUSE
WABUSKA
MINA
LAWS
OWENYO
KEELER

RULE 98. The normal position of switches at end of double track and at junctions will be as follows:

Oreana.......for westward track.
Rose Creek...for westward track.
Moor.........for westward track.
Valley Pass...for eastward track.
Lucin.........for eastward track.
Lakeside.....for westward track.
Tresend..........for westward track.
Weber Junction...for eastward track.
Cecil Junction....for westward track.
Hazen (Fallon line) for Hazen—Mina line.
Tonopah Junction for Mina—Keeler line.
Fernley......Normal position of switch at Junction of east and west legs of wye with siding will be for siding.
Lucin........Normal position of switch at Junction of west leg of wye with westward main track will be for westward main track, and normal position of switch at Junction of east leg of wye with north siding will be for north siding.

Switches at the junction of double and single track will be lined up and locked by the Operator or Switch Tender for the route to be used (except switching movements), when there is an Operator or Switch Tender on duty, as follows:

Lucin and Valley Pass: for westward trains after whistle signal o ——— ——— is given.

Lakeside, Moor, Rose Creek and Oreana: for eastward trains after whistle signal ——— o ——— is given.

At Valley Pass, Moor and Rose Creek the signal for switch line-up must not be given unless the train has authority to proceed on the single track against opposing trains.

Oil spring switch in service at end of double track Weber Jct., also at switch leading from Western Pacific detour to Southern Pacific main track at West Elko.

If an engine or car is run partially through these switches movement must be continued; to reverse would result in derailment. Flying switches are prohibited. If necessary, switches can be operated from switch stand and can be thrown by keeping a steady pressure on switch stand lever until same reaches required position, after which lever can be latched.

At Weber Jct. target of switch stand will show switch normally lined for eastward track, and westward trains will run through switch lined in its normal position. If block signal 7754 is encountered "At Stop" examine switch before passing over it, "even though signal yellow boarded".

At West Elko target of switch stand will show switch normally lined for Southern Pacific track. Westward trains moving from detour to Southern Pacific track will run through switch lined in its normal position. Westward trains finding block signal 5547 at stop on Southern Pacific main track or block signal 5545 at stop on Western Pacific detour, after ascertaining no train approaching, may proceed at six miles per hour to next home signal or clear distant signal. Eastward movements must not be made over this switch without first stopping and ascertaining that switch is properly lined.

RULE 99 will ordinarily be regarded as observed in the protection of the rear end of first class trains standing at station platforms at Montello, Carlin, Imlay, Sparks, and Reno when flagman takes position 30 feet to the rear of the train, providing no following first class schedule of the same direction, or section thereof, is due by timetable. If the stop is longer than usual, or weather is obscured by fog or storm, or other circumstances make it necessary to increase the distance to insure safety, flagman must go back a sufficient distance to insure full protection.

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED.

D. & R. G. W.R. R.—Ogden-Stop.
Wabuska N. C. B. R. R.—Stop.

RULE 206A. An Eastward Southern Pacific regular train not displaying signals, whose initial station is Alazon, will apply first sentence of rule 206-A at Wells, instead of Alazon.

RULE 211B. When head end of train misses their 19 form train order and clearance card as office is passed, operator will not make delivery to the rear end, but will make every effort to stop the train by giving stop signals.

In case either end of train misses the orders or clearance card, operator will notify dispatcher and make telegraphic report to Superintendent.

RULE 221. That portion of Rule 221 reading "Train-order office hours will be shown in the time-table" is cancelled. When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

FORMS OF TRAIN ORDERS—Form G, example 3, (page 54) Rules and Regulation of Transportation Department is modified to the extent that an extra train may be run late, as per examples 5 and 6, of Form E; rules under these examples applying the same as if it were a regular train.

RULE 509. Westward trains may pass block signal at end of double track Valley Pass without stopping to enter siding provided switch is set for siding and route clear to fouling point. Eastward trains entering south siding Moor finding lower arm of signal 6162 in stop position must stop and wait until signal clears or be preceded by flagman to west wye switch.

RULE 512 and 512-A. Dwarf light signal on east leg of wye Valley Pass governs movements from east leg of wye to eastward main track. After derail and main track switch have been set for movement from wye to main track, signal will indicate proceed, if no eastward train approaching, if block in advance is unoccupied, or if crossover from westward track to single track is unoccupied.

Signal is equipped with time release which allows it to indicate proceed two minutes after a train approaching from west has stopped west of signal 6408, and two minutes after the crossover from westward track to single track has been lined for crossover movement, if train is not actually using crossover.

Rule 516. Overlap posts are painted white at the top, black at the base and stand about six feet high. Overlaps are located at Alazon and Weso.

RULE 605. East switch of cross-over east of Moor station, leading from siding to main track, and derail at west end of north siding Moor will be electrically locked. The normal position of west switch of cross-over, which forms end of double track, will be for movement from double track to south siding.

Whistle signal ———o——— for switch line up to single track must not be given unless the train has authority to proceed.

Upper arm of double arm Signal No. 6162 will govern movement from eastward track to single track. Lower arm will indicate position of switch only. It does not indicate whether siding is occupied.

Automatic Interlocker governs use of crossing with Western Pacific Railroad at Flanigan. Home and distant signals connected with this plant normal position will be STOP. A train approaching on either Southern Pacific or Western Pacific Railroad will cause the signals governing its use of crossing to change to proceed position, provided no other train is within the limits of the plant.

If home signal does not give proceed indication for train which is to use crossing, the train must be preceded by a flagman and train must not move from the signal in STOP position until it receives proceed signal from flagman while standing on the Railroad Crossing. Flagman must not give proceed signal until satisfied that any approaching train has stopped.

RULE 844. Freight and passenger trains and yard engines using main track over Veneer Plant Crossing west of depot and Third Street crossing east of depot, Westwood, will reduce speed sufficiently to be able to stop before striking anything that might be on or intending to use these crossings, and between the hours of—

5:58 a. m. and 6:10 a. m.
11:30 a. m. and 11:40 a. m.
11:58 a. m. and 12:10 p. m.
5:58 p. m. and 6:10 p. m.

movement over these crossings must be preceded by flagman.

Movements by yard engine, freight and passenger trains on tracks other than main track over any crossings Westwood yard will be preceded by flagman.

RULE 867. If not required to stop for other reasons, trains may run as follows, without stopping for standing inspection, unless in the judgment of train or enginemen of the train it is necessary for safety reasons:

Westward	Eastward
Carlin to Shoshone	Sparks to Hazen
Shoshone to Valmy	
Valmy to Winnemucca	
Winnemucca to Imlay	
Hazen to Sparks	

RULE 876. Standing air brake tests must be made at:

MT. MONTGOMERY, Freight and mixed trains.
WESTWOOD JUNCTION, Westward freight and mixed trains.
VALLEY PASS, Eastward freight trains.
MOOR, Westward freight trains.

Before freight and mixed trains proceed east from Valley Pass, west from Moor and Westwood Jct. and east and west from Mt. Montgomery, brake pipe in forward portion of train must be blown out by uncoupling the hose between first and second cars, then open angle cock on head end of second car and rear end of first car, then make rear end test and turn up retainers.

RULE 887. Water and oil may be taken at all water tanks, water columns and oil columns on Salt Lake Division without detaching engine except Wells and Goumaz westward, unless in the judgment of the engineman the engine should be detached.

MISCELLANEOUS

1. Eastward Freight trains will stop at Loray, Lucin and Appian; and Westward Freight trains will stop at Halleck or Elburz, Kinkead, Wendel and Bunnel for trainmen to inspect train. This will not apply to Trains 23 and 24 at Appian and Kinkead.

2. Eastward trains stop at MP 462 and MP 471 on Mina-Keeler line 5 minutes and at Queen 10 minutes for wheels to cool and trainmen to inspect train. Westward trains stop at MP 454 on Mina-Keeler line 5 minutes, and at Basalt and Belleville 10 minutes for wheels to cool and trainmen to inspect train.

All trains stop at Tonopah Jct. and Hammil for trainmen to inspect train.

3. Engines running light on descending grades of over one and one-half per cent will make the same stops for inspection as are made by freight trains on such grades, but the duration of time need be only sufficient for inspection of engine and for tires to cool.

4. On grade between Mound House and Dayton 80 M's per operative brake will be the maximum load allowable. On grade between Tonopah Junction and Mt. Montgomery and between Queen and Mt. Montgomery maximum load allowable will be 40 M's per operative brake. On grade between Moor and Wells, Valley Pass and Montello, Westwood Junction and Westwood and Westwood Junction and Susanville, maximum load allowable will be 150 M's per operative brake.

5. On Freight and Mixed trains retainers must be turned up on all loads and on each third empty, Moor to Wells, Cobre to Montello, Promontory to Blue Creek, Promontory to Lake, MP 708 to Terrace, MP 708 to Matlin, from two and one-half miles east Goumaz to two miles east of Susanville, Mt. Montgomery to Hammil, Mt. Montgomery to Tonopah Jct., Candelaria to Filben, Moundhouse to Dayton. On Freight and Mixed trains retainers must be turned up on every other car for 30 cars behind engine from MP 670 to Lucin with trains of 5000 Ms to 6500 Ms and on every other car for 45 cars behind engine with trains of over 6500 Ms. Retainers to be left turned up until train stops at Lucin. In all territories retainers must be changed when necessary, to allow wheels to cool.

Eastward trains handling passenger equipment in excess of 16 cars will turn up all retainers Cobre to Montello. Westward trains handling passenger equipment in excess of 20 cars will turn up all retainers Moor to Wells.

6. Derails in Eureka Nevada Railway track on each side of points where Southern Pacific Railroad crosses the Eureka Nevada Railway west of Palisade are connected with semi-automatic signals on Southern Pacific Railroad. Westward trains approaching railroad crossing east of Tunnel 1 will be governed by distant signal No. 5263 at east end of Palisade siding and home INTERLOCKING signal No. 5255 located just east of the east crossing. Eastward trains will be governed by distant signal No. 5248 and home INTERLOCKING signal No. 5252. both west of west crossing, and home INTERLOCKING signal No. 5254, west of east crossing. Trains stopped by these interlocking home signals will not proceed until it has been ascertained that derails on Eureka Nevada Railway are set to derail trains and may then proceed, being governed by Rule 509. If derails are found not in derail position, trainmen or enginemen will call crossing watchman.

7. Track paralleling and north of main track between Sparks and Vista will be known as No. 2 track. Limits of track designated by "End of No. 2 track" signs Vista and Sparks.

Westward trains are authorized to use No. 2 track without train order authority whenever they cannot make Sparks for a superior eastward train or ahead of a superior westward train. Eastward trains must not use No. 2 track unless authorized by train order Form D-R.

An eastward train given right over opposing trains on No. 2 track Sparks to Vista must use No. 2 track and relinquish all right to main track, unless order annulled. Westward inferior trains receiving an order that an eastward train has right over opposing trains on No. 2 track Sparks to Vista may use the main track Vista to Sparks, regardless of train given right to use No. 2 track, except it be a section of a schedule. When orders cover movement of a section of a schedule on No. 2 track, westward inferior trains must not leave Vista on or occupy main track at Vista, unless they have authority against following sections.

Speed restrictions No. 2 track 25 miles per hour.

Normal position of cross over switch west end of Vista lined for No. 2 track. Track beyond or east of this cross over will be known and used as north siding Vista.

Trains using No. 2 track in either direction will comply with Rules 17-C, "Headlight," that part of rule D-19 with reference to arranging markers, rules 91-A and 99.

No. 2 track is equipped with block signals for westward movement only.

8. Enginemen of freight trains will sound whistle signal 14 (M) approaching each station in double track territory regardless of whether or not there is a siding at such stations and trainmen will give proceed signal 12 (C) which the enginemen will acknowledge in accordance with Rule 14 (G).

9. P-8 and MT Class locomotives must not enter Pigeon Pit, Perth Pit or Fernley Sand Pit.

10. Westward freight trains stopping at Moor must stop with forward end of train clear of signal 6165 to permit Westward helper engines to move off of wye and operation of electrically locked switches.

11. Speed of Shay engines over Conley frogs is restricted to three (3) miles per hour. These engines must be closely watched while moving over these frogs which are located as follows:

Montello—Eastward main track 50 ft. west of east water column.
Valley Pass—At cross-over forming end of double track.
Moor—At cross-over forming end of double track.
Alazon—East end of cross-over leading from Western Pacific to Southern Pacific and at switch from Western Pacific main track to Southern Pacific eastward track.
Carlin—Extreme west switch and cross-over leading from main line to Track No. 1 opposite tool house.
Weso—In switches at both ends of the detour tracks between Western Pacific and Southern Pacific.
Sparks—In crossover just east of yard office.

12. Locomotives with weight on drivers exceeding 210,000 pounds must not be operated on Palisade transfer trestle.

13. Engines equipped with snow plows requiring use of long draw bars must not be coupled behind other equipment when used as helpers.

14. Following and similar types of commercial equipment on own wheels will be handled only in local and dead freight trains: Wrecking cranes, steam shovels, pile drivers, hoisting cranes, one car paving plants, Jordon Spreaders, McCann Spreaders. Spreaders must be turned with wings trailing towards rear.

Before moved such equipment must be carefully inspected by Car Inspector and a signed certificate of such inspection attached to way-bill. Certificate will specify maximum speed at which the equipment may be handled over the division. Conductors will instruct enginemen and observe safe speed at all times not exceeding the prescribed maximum with corresponding slow speed on curves. Such equipment will be handled in rear of train ahead of weak cars with heavy end forward. Similar equipment in company use will not require inspection but will be restricted to local dead freight and work trains and at reduced speed. When consistent Spreaders must be turned with wings trailing toward the rear. Westward trains handling such equipment will stop at Halleck or Elburz and eastward trains will stop at Gerald to thoroughly inspect same, especially the anchoring which hold booms and boilers from swinging.

15. Westward passenger trains taking oil and water at Imlay after procuring oil, will sound whistle signal 14-0 (one short and one long), as an indication to carmen that train is ready to pull up for the purpose of taking water. Carmen will in turn remove the blue flag and after engine is spotted for water, replace the blue flag on the train if necessary.

16. Car Department forces must blow water out of yard air line by opening supply pipe valve fully and suddenly before coupling to any train brake pipe.

At all terminals upon arrival of freight trains the hose on the first five head end cars must be uncoupled, after which the brake pipe on each of these cars must be thoroughly blown out consecutively from an engine or yard air line.

Before coupling locomotive to any train at any time, brake pipe must be blown out at angle cock on end of locomotive next to train, by opening angle cock fully. During the blowing out the engineer must put his brake valve handle in release position.

Whenever any cars are set out en route the brake pipe must be blown out from the head end of the cars set out and angle cock left open.

Emergency hose must be applied on all freight trains operated over the main track between Sparks and Ogden and on all freight trains between Westwood and Susanville, Laws and Mina.

ADDITIONAL SPECIAL INSTRUCTIONS, APPLYING TO THE JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE.

(A) Between Weso and Alazon, tracks of the Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both Companies will use Western Pacific track Weso to Alazon, and all westward trains of both Companies will use Southern Pacific track Alazon to Weso, unless otherwise instructed by train order, except as provided in Rules E and F hereof. Each Railroad will be operated under single track rules.

(B) On the Western Pacific between Weso and Alazon one-way automatic block signals are installed to protect following movements of eastward trains and in some places westward signals will be used.

On the Southern Pacific between Alazon and Weso automatic block signals governing eastward trains will, with a few exceptions, be taken out.

When a block signal indicates STOP between Weso and Alazon train may proceed with caution not exceeding six miles per hour as follows:

Eastward trains on the Western Pacific and westward trains on the Southern Pacific will be governed by the third paragraph of Rule 509 prescribing double track procedure:

Where eastward signals on the Southern Pacific and westward signals on the Western Pacific are maintained, trains stopped by such signals will be governed by the second paragraph of Rule 509, prescribing single track procedure.

(C) Eastward regular trains and westward Western Pacific first class trains will register by ticket at Weso for the information of inferior trains. Other trains will not register.

Operator Weso must enter on the register the information furnished by register ticket and transmit the registration of only the Southern Pacific eastward first class trains to the Western Pacific operator at Winnemucca, who must enter same on register.

Eastward Western Pacific inferior trains need not check Weso register against any eastward firstclass train that appears on the register at Winnemucca.

(D) A clearance card or train order authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance card or train order must be obtained, which will authorize the train Carlin to Alazon.

(E) West Carlin Detour extends from West Carlin on the Western Pacific to a connection with Southern Pacific main track in west end of Carlin Yard. East Carlin Detour extends from east ice house lead on the Southern Pacific to East Carlin on Western Pacific. Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards will use these detours.

(F) East Elko Detour extends from south siding of Southern Pacific to Western Pacific freight yard. West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Western Pacific freight trains and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards will use these detours.

(G) Westward regular trains register by ticket at Alazon, other trains will not register.

Operator Alazon must enter on the register the information furnished by register ticket and transmit the registration of only Western Pacific westward trains to the Southern Pacific Operator at Wells, who must enter same on register.

Westward Southern Pacific trains need not check Alazon register against any westward train that appears on the register at Wells.

First and second paragraph of rule 83 will not apply at Alazon as between trains of the same class.

(H) Eastward Southern Pacific trains will be governed by the position of the train order signal at Alazon instead of obtaining a Clearance Card as provided in Rule 83 (D).

An eastward Southern Pacific train fulfilling a schedule, or running as a section of a schedule (if a schedule of the same number exists on the Southern Pacific timetable) or running Extra on the Western Pacific into Alazon will continue to do so on the double track Alazon to Southern Pacific Wells, moving only with the current of traffic.

An eastward inferior Southern Pacific train may run ahead of overdue eastward superior Southern Pacific trains Alazon to Wells on Southern Pacific track without train order authority, but must comply with Rule 83 at Wells.

(I) A Clearance Card authorizing a westward Western Pacific first class train at Alazon will authorize such first class train Alazon to Carlin. A Clearance Card authorizing a westward Western Pacific second or third class train at Alazon will apply only to Elko where another Clearance Card must be obtained authorizing such train Elko to Carlin.

(J) Western Pacific first class trains will register by ticket at Western Pacific Carlin, placing register ticket in box at Western Pacific station. Such registration will be transmitted to Southern Pacific Operator Carlin, who must enter same on joint register. Eastward Southern Pacific first class trains will register on joint register at Southern Pacific station Carlin. A first class eastward train, which does not reach East Carlin within 15 minutes from its leaving time as registered, must run expecting to find a train moving ahead of it, East Carlin to Elko.

(K) Eastward Southern Pacific trains will not comply with first paragraph Rule 83 at Elko and will be governed by train register at Southern Pacific Carlin. Eastward Southern Pacific first class trains not scheduled to stop at Elko, may register by ticket. Eastward Southern Pacific second class and extra trains will not register at Elko. Last paragraph Rule 96, of Rules and Regulations of the Transportation Department will apply at Western Pacific Elko. At Southern Pacific Elko only first class trains will register and will register by ticket. Registration of first class trains will be transmitted to the Western Pacific operator at Elko who must enter same on register. A first class westward train which does not reach West Elko within 15 minutes from its leaving time, as registered at Southern Pacific Elko, must run expecting to find a train moving ahead of it, West Elko to Carlin.

(L) Second paragraph of Rule 21 (A) will not apply to Southern Pacific and Western Pacific engines on joint tracks between Weso and Alazon.

(M) Between Weso and Alazon, Dispatchers must use the following forms to authorize the movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or in creating work train extras on either track.

EXAMPLE 1—"Eng.........run extra on..........Pacific track........to........"
EXAMPLE 2—"Eng.....works extra on........Pacific track........M until......M. between............................and............................"

LIMITS OF WESO INTERLOCKING PLANT.

Signal 4208 to Signal 4211 on Southern Pacific track.

Signal 4206 to east switch of east crossover on Western Pacific track.

LIMITS OF ALAZON INTERLOCKING PLANT.

Signal 7136 to a point on eastward Southern Pacific track opposite signal 6035, and to Signal 7137 on Western Pacific track.

On westward Southern Pacific track, Signal 6035 to opposite Signal 7136 on Western Pacific track.

STEAM WHISTLE ROUTE SIGNALS.

WESO—Signal 4211. ——— o ——— Upper arm, Southern Pacific.
o ——— ——— Lower arm, Western Pacific.
ALAZON—Signal 6034. ——— o ——— Upper arm, Southern Pacific.
o ——— ——— Lower arm, Western Pacific.

SPEED RESTRICTIONS

Speed of passenger trains must not exceed 50 miles per hour unless otherwise provided for.

Speed of freight and mixed trains must not exceed 35 miles per hour.

Trains must not exceed the speed in miles per hour shown below:

Page	Between	Passenger	Freight or Mixed
5–6	Over all Oil Spring switches	25	25
5	Through crossover from single to double track Lakeside	25	25
5	MP 766½ and East Switch Promontory Point	30	25
5	West Switch Saline and East end Great Salt Lake Trestle	35	30
5	East end and West end Great Salt Lake Trestle	20	12
5	West end Great Salt Lake Trestle and Lakeside	35	30
5	State Line and Gartney (eastward track)		20
5	Gartney and MP 677 (eastward track)		30
5	MP 677 and Lucin (eastward track)		20
4	Montello and Tioga		20
4	Tioga and Cobre	40	20
4	Montello and Valley Pass on curves Westward track	35	25
4	Valley Pass and Cobre (Eastward trains)		20
4	Valley Pass and Moor on all curves		30
4	Moor and Wells (on Westward track)	40	20
4	Wells and Moor (on Eastward track)	30	25
3–4	Within Carlin Yard Limits	15	15
3	Three miles West of Tyrol and Palisade	35	25
2	Sparks to Fernley (Eastward)		30
3–4	Tunnels (Main Line)	40	25
3	Over Crossings Eureka-Nevada Railway west of Palisade	25	15
3–4	Through Alazon and Weso Interlocking Plants (Westward Trains not using Turnouts)	45	25
3–4	Eastward trains through turnouts of SP connection Weso and WP connection Alazon	25	25
	All Turnouts and Crossovers (unless otherwise specified)	10	10
7	Hazen and Mina	40	30
8	Churchill and Mound House	20	15
8	Fallon and Hazen	30	25
7	Mina and Tonopah Junction	40	30
7	Tonopah Junction and Queen	15	15
7	Queen and Hammil	20	20
7	Hammil and Chalfant	30	30
7	Chalfant and Laws	20	20
7	Laws and Keeler	30	30
8	Filben and Candelaria	15	15
6	Lucin and Kelton	20	20
6	Kelton and Corinne	25	25
8	Fernley and Susanville	40	30
8	Susanville and Westwood Junction	25	15
8	Westwood Junction and Westwood	35	20
8	Over Western Pacific Railroad Crossing Flanigan	15	15
5	Reduce speed to 10 miles per hour between 21st and 28th Streets Ogden Yard.		
2–3–4	Reduce speed to 15 miles per hour through Elko, Battle Mountain, Winnemucca, Lovelock and Wells.		
7–8	Run with caution through tunnel three miles east of Mt. Montgomery and through tunnels 1 and 2 between Susanville and Bunnel.		
2-3-4 5-6-7 8	Engines running light in forward motion, except class T-23, P-1, P-8, MT-1, 2, and 3, will not exceed maximum speed allowed freight and mixed trains unless otherwise provided.		
2-3-4 5-6-7 8	Class T-23, P-1, P-5, P-8, MT-1, 2, and 3, engines running light in forward motion will not exceed 45 miles per hour.		
2-3-4 5-6-7 8	Class "S" engines running light, or handling train in forward motion will not exceed 20 miles per hour.		
2-3-4 5-6-7 8	Engines running backward on main track between Ogden and Sparks are restricted to 20 miles per hour and 15 miles per hour on other lines.		
2-3-4 5-6-7 8	F-3, F-4, F-5, SP-1 and SP-2 type locomotives on curves seven to ten degrees restricted to 28 miles per hour.		

Locomotives having 7,300 gallon water capacity engine tenders equipped with trucks spaced 18 ft. 8 inches are restricted to 60 miles per hour. All other locomotives equipped with engine tenders under 9,000 gallon water capacity restricted to 50 miles per hour.

Relief outfits handling steam derrick will not exceed 25 miles per hour.

MODIFICATIONS OF SPEED RESTRICTIONS

Where speed of passenger trains is restricted to 50 miles per hour, speed of Nos. 1 and 9 on straight track is restricted to 60 miles per hour as follows:

Cecil Junction to Little Mountain
Lakeside to Valley Pass
Wells to Moleen
Harney to Kodak,

Restriction on curves applying to other passenger trains will apply in like manner to Nos. 1 and 9.

No. 9 is restricted to 40 miles per hour on Great Salt Lake Fills.

No. 9 passing Cobre station, reduce speed to 30 miles per hour and No. 2 passing Hazen station, reduce speed to 15 miles per hour to facilitate mail exchange.

No. 24 is restricted to 35 miles per hour Sparks to Fernley.

Class M, C, MK and F engines in passenger service 40 miles per hour.

Trains are restricted to 25 miles per hour through turnouts at end of double track at Weber Junction, Lucin, Rose Creek and Oreana.

Light engines and engines with cabooses or with cabooses attached to passenger equipment make passenger speed on Salt Lake trestle and fills between Lakeside and Little Mountain.

Light engines except yard engines are restricted to 35 miles per hour Valley Pass to Montello on Eastward track, and Moor to Wells on Westward track.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Sparks and Imlay	.57	1.0	.61
Imlay to Carlin	.65	0.0	.65
Ogden to Montello	.55	0.0	.55
Montello and Carlin	1.36	1.0	1.40
Carlin to Imlay	.4	0.0	.4
Montello to Ogden	.3	0.0	.3

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	Description	No.	Over	East of
249.84	Bridge	5	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thisbe
268.69	Bridge	12	Truckee River	Thisbe
344.32	Overhead Crossing			Lovelock
436.16	Bridge	2	Humboldt River	Golconda
441.53	Bridge	3	Humboldt River	Preble
518.32	Bridge	4	Humboldt River	Harney
518.54	Bridge	5	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Barth
520.92	Bridge	11	Humboldt River	Barth
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W. P. Crossing		S. P. Track	Gerald
523.34	Bridge	14	Humboldt River	Gerald
525.02	Tunnel	1		Gerald
525.42	Bridge	16	Humboldt River	Gerald
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2		Vivian
539.93	Bridge	20	Humboldt River	Vivian
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
566.55	Tunnel	3		Osino
567.19	Bridge	25	Humboldt River	Osino
568.26	Bridge	26	Humboldt River	Ryndon
568.68	Tunnel	4		Ryndon
569.85	Bridge	27	Humboldt River	Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57	Tunnel	5		Ryndon
774.24	Bridge	1	Weber River	Reese
778.49	Bridge	2	Weber River	West Weber
460.56	Tunnel			Mt. Montgomery.
242.90	Transfer Track		Side	Reno

Attention of all employees is directed above to list of structures and trainmen are notified that it is dangerous to stand on high cars in passing through them.

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon
Ogden	Dr. J. R. Morrell	Division Surgeon
Ogden	Dr. Wm. M. McKay	Assistant District Surgeon
Ogden	Dr. R. L. Draper	District Surgeon
Ogden	Dr. E. C. Rich	Consulting Surgeon
Ogden	Dr. LeRoy Pugmire	Oculist and Aurist
Brigham City	Dr. L P. Mahannah	Emergency Surgeon
Montello	Dr. H. R. Belnap	District Surgeon
Wells	Dr. A. C. Olmsted	District Surgeon
Elko	Dr. A. J. Hood	District Surgeon
Elko	Dr. R. P. Roantree	District Surgeon
Carlin	Dr. C. W. Eastman	District Surgeon
Battle Mountain	Dr. S. R. Clark	District Surgeon
Winnemucca	Dr. Geo. F. Pope	District Surgeon
Winnemucca	Dr. Chas. E. Swezy	Assistant District Surgeon
Imlay	Dr. John T. Beale	District Surgeon
Lovelock	Dr. E. K. Smith	District Surgeon
Sparks	Dr. T. H. Harper	District Surgeon
Sparks	Dr. H. A. Paradis	District Surgeon
Reno	Dr. W. H. Hood	Consulting Surgeon
Reno	Dr. Horace J. Brown	District Surgeon
Reno	Dr. M. R. Walker	District Surgeon
Reno	Dr. John A. Fuller	Oculist and Aurist
Fernley	Dr. S. Lees Joslin	District Surgeon
Fallon	Dr. H. K. Wilson	District Surgeon
Susanville	Dr. G. S. Martin	District Surgeon
Susanville	Dr. G. R. Fortson	District Surgeon
Schurz	Dr. J. T. Reese	Emergency Surgeon
Mina	Dr. D. A. Smith	District Surgeon
Bishop	Dr. Harvey Crook	District Surgeon
Independence and Cartago	Dr. J. A. Loundagin	District Surgeon
Lone Pine	Dr. M. A. Williamson	Emergency Surgeon
Mason	Dr. W. M. Edwards	District Surgeon
Carson City	Dr. L. P. Monson	Emergency Surgeon

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
DIVISION HOSPITAL, DEE HOSPITAL	OGDEN
EMERGENCY HOSPITAL	OGDEN
EMERGENCY HOSPITAL	SPARKS
EMERGENCY HOSPITAL	MINA

LOCATION OF STRETCHERS

Ogden
Promontory Pt.
Lakeside (Quarry)
Montello
Cobre
Wells
Deeth
Elko
Carlin
Battle Mtn.
Winnemucca
Imlay
Lovelock
Hazen
Fernley
Sparks
Susanville
Westwood
Wabuska
Mina
Laws
Keeler

AVERAGE WEIGHTS OF PASSENGER TRAIN CARS—POUNDS

Class	All Steel	Steel Under-frame	Wood
Baggage, 60 ft	92,100		
“ 66 ft	127,400		
“ 70 ft	121,300		
“			77,600
“ (Dynamo)	102,700		
Baggage and Mail, 60 ft	102,200		
“ “ “ 69 ft	123,900		
“ “ “ 70 ft	127,500		
“ “ “		97,800	78,600
Baggage and Passenger	117,250		72,300
Baggage (CM&StP)	125,000		
Express, Refr. (NP RR)		74,000	60,000
“ “ (GN RR)			70,000
“ “ (A. R. E.) No. 40-154		78,000	
“ “ “ “ “ “ 155-224		89,000	
“ “ “ “ “ “ 500-506		110,000	
“ “ “ “ “ “ 1101-1175		85,000	
“ “ (P. F. E.) No. 500-799		83,000	
Tea and Silk			48,100
Express, Horse	129,300		79,400
Postal	112,000		
Postal Storage 40 ft	74,100		
“ “ 60 ft	105,100		
Club	146,300	121,800	
Official	170,500	137,300	101,700
“ (CM&StP)	141,000		
Chair	101,700		84,800
Coaches 60 ft	100,100		
“ 70 ft	136,800		
“ 72 ft	138,900		
“ 72 ft. Interurban	120,000		
“ (CM&StP)	133,000		
“			75,000
All-Day Lunch, Chair	100,500		
“ “ Coach	96,300		
Cafe-Coach			117,200
Diner 70 ft		134,900	129,000
“ 72 ft	154,400	146,900	133,500
“ 77 ft	153,300	156,600	
“ 79 ft	167,500		
Cafe-Observation			119,000
Observation		137,700	122,000
Pullman Observation	163,600	153,000	
“ Parlor	155,600	147,500	
“ Standard Sleeper	164,600	144,000	
“ Tourist	140,600	133,000	
(CM&StP) Tourist Sleeper	141,000		

Train 19 will stop on flag for express or non-revenue passengers as follows:

MONDAY, WEDNESDAY AND FRIDAY ONLY.

West Weber
Bagley
Saline
Lakeside
Allen
Lemay
Teck
Tecoma
Valley Pass
Holborn
Alazon
Halleck
Ryndon
Moleen
Harney
Shoshone
Piute
Valmy
Iron Point
Comus
Eglon
Weso
Benin
Rose Creek
Mill City
Rye Patch
Woolsey
Perth
Toulon
Miriam
Huxley
Desert
Falais

TUESDAY, THURSDAY AND SATURDAY ONLY.

Reese
Promontory Point
Midlake
Strongknob
Newfoundland
Hogup
Beppo
Loray
Pequop
Moor
Tulasco
Natchez
Elburz
Osino
Tyrol
Gerald
Cluro
Ladoga
Mosel
Argenta
Rosney
Mote
Stone House
Herrin
Preble
Tule
Cosgrave
Humboldt
Valery
Kodak
Granite Point
Toy
Ocala
Parran
Upsal
Massie
Fernley

No flag stops for express or non-revenue passengers will be made on Sundays, unless authorized by Chief Train Dispatcher.

RATING OF LOCOMOTIVES—SALT LAKE DIVISION. In M's of 1,000 pounds back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sparks and Imlay Imlay to Carlin Carlin to Wells Weso to Alazon	Hazenand Wabuska Wells to Moor Montello' to Valley Pass	Carlin to Imlay Holborn to Icarus Montello to Ogden Valley Pass to Pequop Holborn to Carlin Alazon to Weso	Moor to Holborn Icarus to Montello Pequop to Holborn	Ogden to Jackson	Jackson to Lucin	Lucin to Montello	Wabuska and Mina	Churchill and Dayton	Dayton and Mound-house	Fernley and Susanville Single	Susanville to Westwood Single	Susanville to Westwood Helper 1.0	Westwood to Susanville Single	Lucin to Brigham	Brigham to Lucin
E-4	E-69 18/24 65	1398	160	1650	1320	1840	3370	2400	2100	1650	700	1210	300	....	....	....	....	....	....
M-4	M-63 20/28 126	1615 to 1719	190	2950	2630	3340	6360	4350	3800	2950	1400	2330	650	....	....	....	....	....	....
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	3640	3280	4110	7800	5400	4700	3640	1730	2880	830	2600	980	1960	1830	1660	1340
T-18	T-57 18/24 72	2004, 2006	150	1800	1560	2030	3850	2650	2300	1800	830	1400	380	....	....	....	....	....	....
T-10	T-57 18/24 86	2137 to 2151	160	1920	1660	2160	4100	2850	2500	1920	880	1490	400	....	....	....	....	....	....
T-9	T-57 18/24 83	2156 to 2173	160	1930	1680	2170	4100	2850	2500	1930	880	1500	410	....	....	....	....	840	670
T-2	T-63 19/24 105	2221 to 2234	160	1970	1650	2210	4130	2900	2550	1970	870	1490	380	....	....	....	....	....	....
T-1	T-63 20/26 112	2235 to 2273	180	2680	2370	3010	5640	3950	3400	2680	1220	2090	590	....	....	....	....	1170	930
T-23	T-63 21/28 148-S	2301 to 2308, 2310	210	3830	3460	4330	8220	5650	4950	3830	1830	....	....	....	....	....	....	....	....
T-23	T-63 21/28 145	2309	200	3450	3080	3900	7430	5100	4450	3450	1640	....	....	2470	920	1840	1730	....	....
T-28	T-63 22/28 162-S	2311 to 2352	210	4190	3800	4740	9000	6200	5400	4190	2010	....	....	....	....	....	....	....	....
T-32	T-69 23/28 174-S	2372 to 2384	210	4280	3700	4800	8950	6300	5450	4280	1970	....	....	....	....	....	....	....	....
P-1,3,5	P-77 22/28 141-S	2400 to 2452	210	3490	2950	3900	7250	5100	4450	3490	....	....	....	2370	840	1680	1640	....	....
P-8	P-73 25/30 180-S	2461 to 2475, 2478 to 2483	200	4710	4060	5320	10100	7000	6100	4710	....	....	....	2600	800	1600	1560	....	....
P-8,10	P-73 25/30 181-SF																		
P-8	P-73 25/30 183/B-63-SF	2461 to 2475	200	5000	4300	5650	10700	7350	6400	5000	....	....	....	....	....	....	....	....	....
C-9,10	C-57 22/30 194-S	2513 to 2599	210	4590	4210	5210	10000	6800	5950	4590	2200	....	....	3300	1260	2520	2340	....	....
C-9,10	C-57 22/30 200-SF	2752 to 2860																	
C-8	C-57 22/30 192-S	2698 to 2751																	
C-5	C-57 22/30 180	2624 to 2679	200	4080	3710	4640	8920	6050	5300	4080	1970	....	....	....	....	....	....	....	....
C-5	C-57 22/30 178	2680 to 2693																	
C-2	C-57 22/34 180-S	2600 to 2611	190	4200	4020	4850	9500	6350	5550	4200	2110	....	....	....	....	....	....	....	....
C-2	C-57 22/34 172	2600 to 2611	185	3880	3700	4460	8700	5800	5050	3880	1910	....	....	....	....	....	....	....	....
MK-2,4	MK-57 23¾/30 206-S	3200 to 3240	210	5400	4980	6130	12000	8000	7000	5400	....	....	....	3950	1520	3040	2780	....	....
MK-4	MK-57 23¾/30 206-SF																		
MK-5,6	MK-63 26/28 210-S	3241 to 3277	200	5610	5100	6340	12000	8300	7250	5400	....	....	....	3700	1420	2840	2620	....	....
MK-5,6	MK-63 26/28 210-SF																		
F-1	F-63 27½/32 273-S	3600 to 3652	200	6700	6180	7610	12000	9900	8650	6700	....	....	....	....	....	....	....	....	....
F-4,5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	8000	7440	8000	12000	11850	10350	8000	....	....	....	....	....	....	....	....	....
F-5	F-63 29½/32 306/B-62-SF	3764 to 3768																	
MM-2	MM-63 $\frac{25\text{-}38}{28}$ 320	4200 to 4211	200	7910	7220	8000	12000	10250	8950	7910	....	....	....	....	....	....	....	....	....
MM-2	MM-63 $\frac{25\text{-}38}{28}$ 320-SF																		
MT-1,3,4	MT-73 28/30 246/B-60-SF	4300 to 4358	210	6650	5850	7500	12000	9850	8600	6650	....	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Cars		Less than 40 M's		6	3	6	6	6	6	6	3	3	3						
		40 to 50 M's		3	0	3	3	3	3	3	0	0	0						
		More than 50 M's		0	0	0	0	0	0	0	0	0	0						
					Helper 1.0 Wells to Moor Montello to Valley Pass														

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers

"M"—"Moguls"
"Mk"—"Mikado"
"TW"—Twelve-wheelers

"E"—Eight-wheelers
"P"—Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

22
C-57——187
30

TRAINMASTERS

B. D. RICHART	Ogden
T. W. CARDWELL	Carlin
G. H. MOORE	Sparks
E. D. LOWELL, Assistant Trainmaster	Susanville
GEO. E. ROBINSON, Terminal Trainmaster	Montello
H. P. ROBINSON, Terminal Trainmaster	Montello
B. J. SEARS, Terminal Trainmaster	Imlay
J. F. GREEN, Terminal Trainmaster	Imlay

CHIEF TRAIN DISPATCHERS

R. E. BEACH	Ogden
H. G. VALLEAU	Sparks

ASSISTANT CHIEF TRAIN DISPATCHERS

J. E. VAIL	Ogden
C. O'LAUGHLIN	Ogden
H. F. McDONALD	Sparks
G. B. McNABNEY	Sparks

TRAINMASTER AND ROADMASTER

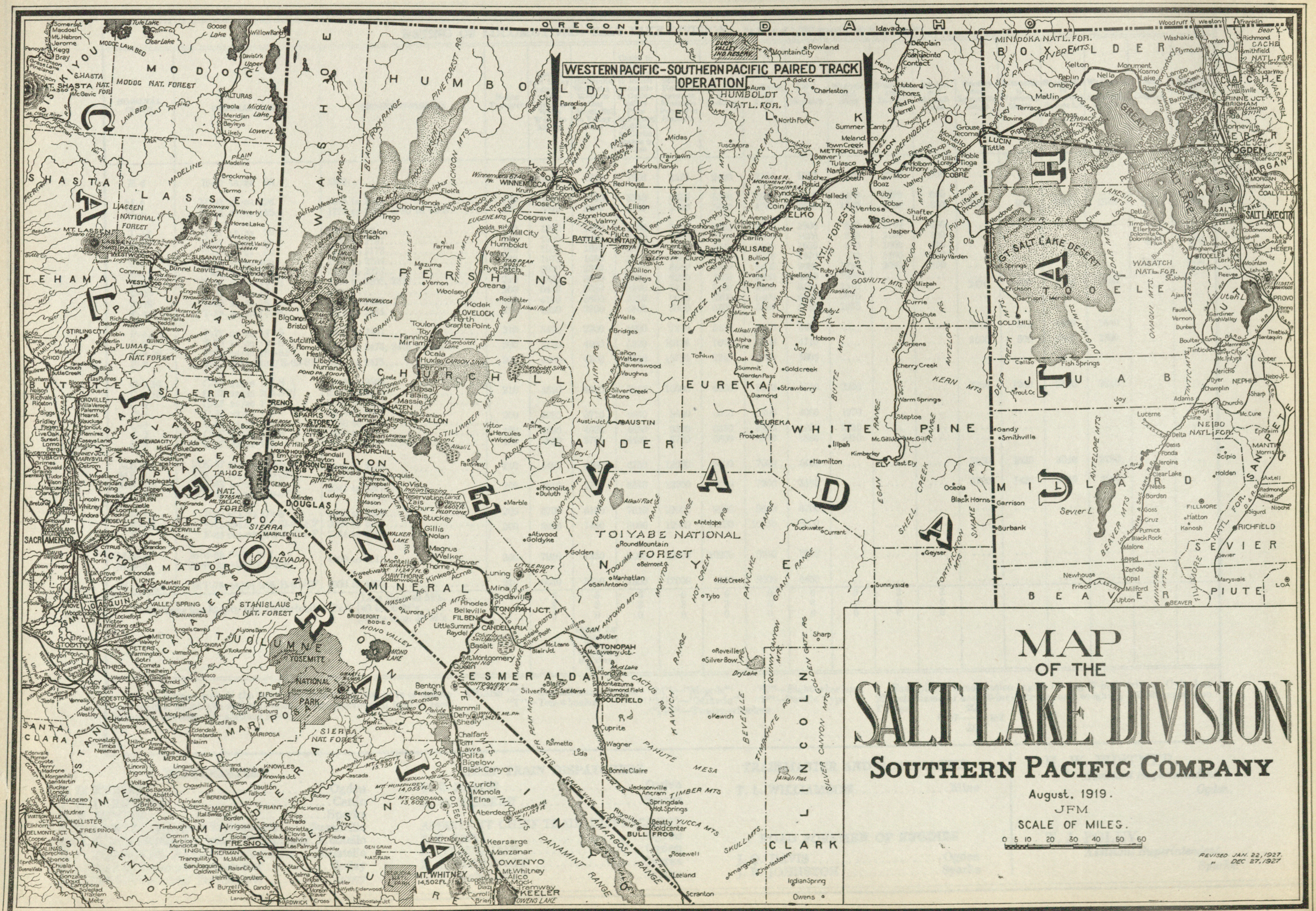
T. L. WILLIAMSON	Mina

ROAD FOREMEN OF ENGINES

J. Q. DAVIS	Ogden
J. R. JOHNSTON	Sparks

H. W. WISTNER,
Assistant Superintendent,
Ogden.

T. J. FOLEY,
Assistant Superintendent,
Sparks.


WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION
OREGON
IDAHO
CALIFORNIA
NEVADA
UTAH
SISKIYOU
MODOC
SHASTA
LASSEN
TEHAMA
PLUMAS
BUTTE
SIERRA
NEVADA
PLACER
EL DORADO
AMADOR
CALAVERAS
TUOLUMNE
MARIPOSA
MERCED
MADERA
FRESNO
TULARE
INYO
MONO
SAN JOAQUIN
STANISLAUS
SANTA CLARA
SAN BENITO
WASHOE
HUMBOLDT
PERSHING
CHURCHILL
LYON
DOUGLAS
STOREY
ORMSBY
MINERAL
ESMERALDA
NYE
LANDER
EUREKA
WHITE PINE
ELKO
LINCOLN
CLARK
BOX ELDER
CACHE
WEBER
MORGAN
DAVIS
SALT LAKE
TOOELE
JUAB
MILLARD
SEVIER
BEAVER
PIUTE
UTAH
GREAT SALT LAKE
GT. SALT LAKE DESERT
TOIYABE NATIONAL FOREST
HUMBOLDT NATL. FOR.
MODOC NAT. FOREST
LASSEN NATIONAL FOREST
PLUMAS NAT. FOREST
STANISLAUS NAT. FOREST
SIERRA NAT. FOREST
YOSEMITE NATIONAL PARK
WASATCH NATL. FOR.
NEBO NATL. FOR.
MINIDOKA NATL. FOR.
MT. SHASTA
MT. LASSEN
MT. WHITNEY 14,502 Ft.
SACRAMENTO
STOCKTON
FRESNO
RENO
SPARKS
CARSON CITY
VIRGINIA CITY
WINNEMUCCA
BATTLE MOUNTAIN
ELKO
LOVELOCK
FALLON
HAZEN
FERNLEY
TONOPAH
GOLDFIELD
AUSTIN
EUREKA
ELY
LUCIN
OGDEN
SALT LAKE CITY
PROVO
BULLFROG
KEELER
OWENS LAKE
WALKER LAKE
PYRAMID LAKE
TAHOE
HONEY LAKE
GOOSE LAKE

MAP OF THE SALT LAKE DIVISION

SOUTHERN PACIFIC COMPANY

August, 1919.

JFM

SCALE OF MILES.

0 5 10 20 30 40 50 60

REVISED JAN. 22, 1927.
" DEC 27, 1927